

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA

A G E N D A

WEDNESDAY, APRIL 24, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

I. APPROVAL OF MINUTES:

- { MEETING OF FEBRUARY 27, 2002
- { GRAND AV. WORKSHOP - APRIL 3, 2002

II. PRESENTATIONS:

- A. KROME AV. ACTION PLAN - J. Rodriguez

III. DISCUSSION ITEMS:

- A. GRAND AV. - D. Henderson
- B. BICYCLE SUITABILITY MAP UPDATE - D. Henderson
- C. EAST COAST TRAIL ALIGNMENT WORKSHOP - D. Henderson
- D. NOVEMBER & DECEMBER MEETING DATES - D. Henderson

V. INFORMATION ITEMS:

- A. FEBRUARY & MARCH PROGRESS REPORTS - J. Manzella
- B. TRANSPORTATION SUMMIT - D. Henderson

APPROVAL OF AGENDA	-	BH: Would like to add the Douglas Rd. overpass to the Agenda TS: <i>Motion to approve the Agenda, as amended; seconded by BH; vote: unanimous.</i>
APPROVAL OF MINUTES	-	BH: <i>Motion to approve the Minutes of 2/272; seconded by TS; vote: unanimous.</i> BB: <i>Motion to approve the Minutes of 4/3/2; seconded by BH; vote: unanimous.</i>
KROME AV. PRESENTATION	-	<p>DH: The Project Mgr. couldn't attend the meeting. He sent the FDOT PD&E Engineer.</p> <p>MD: The BCC passed 2 resolutions: to speed-up the development of the Krome Av. Action Plan to address hazardous conditions; and to expedite CDMP changes in order to 4-lane Krome Av. These contradict each other, since the Action Plan calls only for 2 lanes between Okeechobee Rd. and SW 296 St. It calls for widening, but only to create a 2' striped center buffer; 12' shoulders, (5' of that paved); as well as a 12' multi-use path. The 4-laning calls for additional 12' lanes in both directions; a separated barrier wall; and 6' paved, inside shoulders. There will probably be a request to minimize any R-O-W acquisition and environmental impacts. Wetlands will be affected. Due to the expediting process, the FDOT believes it will be necessary to eliminate the multi-use path. It would be phased in later as a stand-alone project. Between SW 136 St. and Okeechobee Rd., shoulders, striping, signage and intersection improvements are already being done. In some areas, shoulders are only 8' wide, 4' of which are paved.</p> <p>BH: Doesn't understand how a striped buffer is going to reduce head-on collisions, which is the major problem along this corridor.</p> <p>MD: This is a temporary improvement, not a solution. It is an attempt to do something until all the restrictions/permits and R-O-W acquisitions are met to 4-lane the corridor.</p> <p>DH: This would be the same design as US-1, between Homestead & Key Largo.</p> <p>MD: Rumble strips would be added to the shoulder. Many drivers veer off the road.</p> <p>TS: Making the multi-use path a stand alone project, dooms it to failure. It will be harder to make an argument to purchase R-O-W. It will also lose roadway improvement funding. Rumble strips are dangerous to cyclists. Thus, the "minimal" improvements create even more hazardous conditions for cyclists.</p> <p>MD: Agrees; but, the need right now is for safety. There have been 5 fatalities this year.</p> <p>TS: There aren't alternatives. The "emergency" status allows FDOT to make a "knee-jerk" reaction to a long-term problem. It ignores long-term policies that have been put into place. There will likely be just as many accidents. Inquired when the multi-use path would be considered for implementation.</p> <p>MD: Unsure; there will be funding issues to address. There isn't funding even for the safety improvements. <i>The installation of rumble strips should be reassessed.</i></p> <p>TS: Because of the rumble strips on US-1, cyclists don't use the corridor.</p> <p>JM: FDOT guidelines warn against rumble strips where cyclists are expected to ride.</p> <p>MD: <i>She will go back to FDOT Traffic Operations to discuss this issue.</i></p> <p>TS: <i>Gaps between rumble strips would not be appropriate either.</i></p> <p>MD: <i>An alternative may be a new type of stripe which creates a rumble strip effect.</i></p> <p>TS: In Marathon, there are rumble strips. Cyclists veer into travel lanes to avoid them. The path isn't suitable for 20 mph cycling.</p> <p>DH: The new rumble striping has been installed there as well.</p> <p>JM: If there will be a 4' paved shoulder, then 8' of dirt; inquired on the need of rumble strips, since the dirt would act as a noise/rumble effect.</p> <p>TS: They want drivers to be notified as soon as they start to veer-off.</p> <p>BB: Inquired if the 4-lane project was rejected due to the environmental review process.</p> <p>MD: No. But, the CDMP only allows for 2 lanes right now. This would have to be</p>

		<p>amended, even before a study like that is implemented. Tomorrow's MPO meeting will be to advise the FDOT on which direction to proceed.</p> <p>CS: Inquired about a center lane.</p> <p>MD: This would create larger impacts than just 2 lanes. At some areas, a passing lane will be provided. <i>Also 6 intersections will be improved with additional lanes: SW 8th, 136th 168th, 192nd, 256th, and 272nd Streets. Turning radii will be increased and lighting will be added.</i> There are PD&E studies for both alternatives.</p> <p>JM: There aren't rumble strips on other new FDOT shoulders. Inquired why this project.</p> <p>JCohen: <i>A 6" of rumble strip, next to the travel edge would be a compromise.</i></p> <p>MD: This issue needs to be reanalyzed. Drivers are falling asleep, and rumble strips wake them up. The FDOT doesn't want to exclude cyclists.</p> <p>TS: Debris is sure to collect on these wide shoulders. Wind blasts will sweep the area closest to the travel lanes, where the rumble strips are planned.</p> <p>JCohen: Debris tends to collect in rumble strips. <i>There could still be 5' after the strips.</i></p> <p>BH: Perhaps mast arms, lighting, etc. could be installed in a manner to accommodate 4-laning later. <i>Providing bicycle accommodations should be done in this "emergency" plan.</i> Do it right the first time. Most of the drivers veering off the road are drunk and traveling very fast, so rumble strips aren't going to help. The BPAC has tried hard to include a bikeway along this important corridor.</p> <p>JCohen: A bikeway on Krome Av. has been adopted by the MPO and into the CDMP.</p> <p>TS: <i>Motion to recognize the importance of safety along Krome Av. and the need for improvements.</i> Previous plans have always included a bikeway. Therefore the BPAC cannot endorse any project that eliminates a bikeway, without a clear commitment to implement such, because of its importance in the overall Bicycle Master Plan, eco-tourism and goals to accommodate bicycle mobility in roadway projects.</p> <p>BB: <i>Seconds the motion;</i> with a friendly amendment to endorse the 4-lane plan, which includes a dedicated multi-use facility; instead of a temporary fix, eliminating the bikeway.</p> <p>TS: Not concerned with the 2 or 4 lane issue, but whether a bikeway is provided. Wouldn't want to be tied-up in the 2 or 4 lane debate. Also, <i>opposition of rumble strips should be mentioned in the resolution.</i></p> <p>JM: To clarify, TS stresses the importance of a bikeway in whatever design is approved.</p> <p>MD: <i>A BPAC representative should be in attendance at the MPO.</i></p> <p>JM: The immediate need for safety includes bicyclists on Krome Av.</p> <p>MD: Agrees. However, no deaths, so far have been cyclists.</p> <p>JM: That's because many cyclists avoid Krome Av., because of hazards.</p> <p>MD: <i>A public workshop will be held on May 2nd; 5-7 p.m. at the Florida City Hall to discuss the SW 296 St. to US-1 project.</i> Because of bikeway opposition, it's important for cyclists to attend. Tomorrow's MPO meeting is only for SW 296 St. to Okeechobee Rd.</p> <p>DH: Both the cities of Florida City and Homestead have passed resolutions opposing bike lanes south of 296 St., since on-street parking and R-O-W will be impacted.</p> <p>BPAC: <i>Vote on the motion: unanimous.</i></p> <p>DH: The BPAC has not made a formal resolution regarding the Krome Av. section, south of SW 296 St. It would be advantageous to do so, before the May 2nd meeting.</p> <p>TS: <i>Motion endorsing continued maintenance of including bike lanes within project plans for Krome Av., between SW 296 St. and US-1, as had been previously submitted; BH seconded; vote: unanimous.</i></p>
GRAND AV.	-	DH: He and the Chair attended a West Grand Av. Homeowners/Tenants meeting

UPDATE

recently. He made a presentation depicting modifications to the original design to include bike lanes or some safe space along the road. There were around 30 people in attendance and lively discussion. A resolution was made to keep the original design.

LS: An attendee was concerned that landscaping would be reduced if sidewalks were narrowed. Some members of the MPO may not agree with the exclusion of bike lanes.

JCohen: Miami Commissioner Winton met with staff this morning to be advised that County funding for the project was not in place. The City was asked to supply the rest. The Commissioner stated that the neighborhood does not want a bike “path”, and was adamant that it would not be constructed. This echoes Commissioner Morales’ sentiment. *The PW Director is placing the issue in the MPO’s hands to determine.*

JM: Inquired how the CDMP & Bicycle Facilities Master Plan can simply be ignored.

JCohen: BPAC & neighborhood advice have been enacted. It’s the MPO’s decision.

JM: Inquired for the need to amend the CDMP & Bicycle Facilities Master Plan.

JCohen: The MPO’s resolution vote immediately changes any related documents.

TS: Perhaps the bikeway that is being canvassed among the community is not what the BPAC is proposing. There are ways of wording a question to get a negative response.

LS: Concerned that 15 or so people act as a voice of the neighborhood.

TS: This is the US system; the BPAC will have to accept it. The question is whether those 15 or so people really understand the issue.

LS: The two presentations DH, JCohen and himself made were done fairly well. However, doesn’t consider the BPAC’s efforts have been sufficient. *The School Board representative should be contacted.* Safety is a major concern. *Sentiment against bikeways from the City should be better defined.*

DH: *This item will come forward at the May MPO meeting, along with the adoption of the TIP.* He expects Commissioner Morales to request fully funding the project.

LS: *BPAC members that have been appointed by MPO members need to contact them.*

JCohen: *Cyclists should be present to counter any no-bike people attending the meeting.*

TS: *The BPAC should send out notices to the cycling community.*

DH: An extensive mailing was sent-out for the workshop.

TS: Perhaps wording another stating: “You are about to loose a bikeway. If you’re interested in saving it, contact..., or attend the MPO meeting.”

BH: The Environmental Defend Fund has a system to network various advocate groups, legislators, etc. They work with groups to customize notices urging responses to elected officials on their issues. It is a simple click to do so. He used this service before and had 97,000 responses in a 4-day period.

DH: The B/P office is not designed to be a political activists’ headquarters.

LS: Will not be available for the May MPO meeting.

BH: He has a meeting already scheduled for May 14th with Commissioners Margolis and Morales; perhaps other members of the MPO may be there.

JCohen: *The EDF can be contacted by BPAC members.*

LS: Perhaps the group can organize better within the next month.

BH: *School Principals should be contacted.*

LS: *He hopes to do so, including Commissioner Souto.* Four schools are in the area.

DH: Besides being a bike advocate, the Commissioner is opposed to the district approach; realizing that what happens in one area effects other areas. *He will send LS the updated list of BPAC members with their e-mail addresses.* Only two members have been appointed by MPO members: BB was appointed by Barreiro; and, BH by Smith.

LS: The nurse from the Grove didn’t show-up at any meetings. Perhaps DH could speak to her again to get involved.

BICYCLE SUITABILITY MAP UPDATE	-	DH: The map is nearly ready for production. The need for 3 bids is delaying the project. <i>20,000 maps will be developed. They will be distributed for free.</i> A map depicting the low amount of bicycle-friendly roads may spur interest in improving conditions.
EAST COAST TRAIL UPDATE	-	DH: Hosting another meeting to select a route through Miami-Dade is in order. Krome Av. had been a consideration as an urban by-pass.
NOVEMBER & DECEMBER MEETING DATES	-	DH: The original 4th Wednesday dates conflicted with holidays, the tentative changed dates were later found to conflict with already-scheduled South Miami meetings. JM: Perhaps the 2nd Wednesday of these months (Nov. 13th & Dec. 11th) is acceptable. BPAC: <i>Agrees</i> DH: <i>These will be checked for conflicts with other holidays and the S. Miami clerk.</i>
FEB. & MARCH PROGRESS	-	DH: The reports were included in the Agenda package for members to review.
DOUGLAS RD. OVERPASS	-	BH: Inquired why the Project Mgr. didn't come back with revised designs addressing comments the group previously made, as had been promised. DH: <i>He will ask the consultants to return.</i> BH: If the contract has been signed, it may be too late.
MISCEL- LANEOUS	-	{ DH: <i>On April 27th a Transportation Summit will be held at the Radison Hotel. Anyone can also e-mail or fax comments to improve the transpiration system.</i> With all the rhetoric being made about the transit issue, and all the millions of dollars expected to be spent, he is appalled that bicycling as part of the solution hasn't been discussed more. JM: Mayor Penellas has been trying to include bicycle facilities into the final proposal. DH: Regardless of whether this is being done, there isn't enough discussion by anyone. If the ½ cent tax is cut to ¼ cent, then the 1st things being taken away are those that didn't get much support/attention. { JM: Larry Shahboz has resigned. He is moving to Central Florida. He was a great supporter of bicycle issues, even before the BPAC was developed. { JColligan: <i>There will be a Grand Opening for the Heritage Trail on Saturday at 11 a.m. in Marathon Key.</i> { LS: It would be advantageous for the BPAC to have a table at the MS Ride this weekend. Hundreds of cyclists will be there. Petitions for Grand Av. could be signed. TS: They finish in Key Largo. It takes about 8 hours for the last of them to get there. JM: Politicians are seeking support from the local community. LS: It would still be worthwhile to collect the signatures.

{ The meeting was adjourned at 8:35 p.m.